## Content

**A Vision for the Future**

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The Bankstown Central Business District is the “City for the City”, a major activity and transport hub that services the City of Bankstown and the wider West Central Subregion. The Bankstown CBD is and will continue to be a place of strong population and economic growth.

This Local Area Plan sets out the vision for the Bankstown CBD to strengthen its role as a Major Centre, and to balance the demands for future growth with the need to protect and enhance environmental values. It ensures adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs.

This Local Area Plan will inform changes to the statutory planning framework and infrastructure priorities, and by 2031, we will see a Bankstown CBD that boasts five distinctive precincts to support a diverse and healthy community:

- **A Northern CBD Core precinct** with retail activities and high amenity housing around the transport hub. The built form will be a mix of retail and commercial activities on the ground and first floors, and high density living above. The Southern CBD Core will have an exciting regional arts hub, serviced by a high quality pedestrian environment.

- **A Bankstown City Plaza precinct** that protects the low density shopping strip, renowned for the consistent two storey street wall and Art Deco buildings. The Bankstown City Plaza will enjoy good solar access to the pedestrian friendly streets.

- **A Northern Frame precinct** with high amenity housing that supports the Bankstown CBD. The built form will offer a wide range of medium and high density living within easy walking distance of the CBD Core, serviced by multi-functional district parks. The Southern Frame will make a positive contribution to protecting the biodiversity values of the living spaces and corridors, and will promote opportunities for small start up businesses and people working from home.

- **A Southern Frame precinct** with high amenity housing that supports the Bankstown CBD. The built form will offer a wide range of medium and high density living within easy walking distance of the CBD Core, serviced by multi-functional district parks. The Southern Frame will make a positive contribution to protecting the biodiversity values of the living spaces and corridors, and will promote opportunities for small start up businesses and people working from home.
Top Ten Priority Actions

Key
- L2 – Lead the Way with Better Standards of Building Design
- L4 – Establish Sydney’s Best Local Civic Precinct
- L5 – Develop the Regional Arts Centre at Olympic Parade
- L6 – Develop Local Facilities for Community Services
- G1 – Maximise the Recreational and Ecological Functions of Ruse Park
- G2 – Maximise Access and Useability of Memorial Oval
- G5 – ‘Streets as Open Space’ – A Network of Informal Gathering Spaces
- I1 – Plan for Additional Job Growth in the CBD Core
- C1 – Redevelop and Expand the Bankstown Railway Station
- C6 – Improve Major Road Access to the Bankstown CBD
Chapter One

Growth...Change...Future
1.1 Introduction

The Bankstown Central Business District (CBD) is a Major Centre in the West Central Subregion and the heart of the City of Bankstown.

The State Government and Bankstown City Council identify the Bankstown CBD as a preferred location for residential and employment growth due to its proximity to jobs, shops, public transport and community facilities. By 2031, the Bankstown CBD is expected to grow by 8,470 residents and 4,000 new jobs.

Accommodating this growth in the Bankstown CBD will have its challenges as it will necessitate change to the urban environment. Council is responding to this challenge by undertaking comprehensive strategic planning to ensure the amenity, safety and economic vitality of the Bankstown CBD substantially improves as growth occurs over time. Importantly, this change and growth will allow the Bankstown CBD to move towards a more sustainable urban environment.

Council’s long term aim is to see the Bankstown CBD continue to prosper as the “City for the City”, a major activity and transport hub that services the City of Bankstown and the wider West Central Subregion. It is also Council’s aim to see the Bankstown CBD transform into a model of sustainable renewal. This Local Area Plan highlights the priority actions to achieve the desired outcomes. It complements Council’s other Local Area Plans and underpins Council’s forthcoming amendments to the statutory planning framework and infrastructure priorities.

1.2 About the Local Area Plan

The City of Bankstown is changing in response to population growth, increased community expectations and environmental constraints. By 2031, the City of Bankstown is expected to grow by 22,000 dwellings and 6,000 new jobs.

To address these challenges we need to plan ahead to meet the changing needs of residents, businesses, workers and visitors.

In 2009, Council decided to prepare Local Area Plans for the seven localities that make up the City of Bankstown. These localities combine the suburbs and environmental catchments of distinctive physical character. Together the seven Local Area Plans, as shown in Figure 1, will provide a comprehensive strategic planning framework for the City of Bankstown to 2031.

The objectives of the Local Area Plans are primarily to set out the vision and spatial context for the distinctive localities, specify the best ways to accommodate residential and employment growth, and outline the delivery of supporting infrastructure, facilities and open space. Linking the Local Area Plans are the
citywide directions (i.e. Liveable, Invest, Green and Connected) of the Bankstown Community Plan.

This Local Area Plan sets out the vision for the Bankstown CBD to 2031, and provides a detailed list of priority actions to guide the community, planners, businesses, government and developers about appropriate directions and opportunities for change. This Local Area Plan also focuses on sustainability in the broad sense, which means planning for change that is environmentally, socially and economically sustainable.

As part of the plan making process, Council consults with the community, business and other interested people and groups. Council also researches current policies, targets and best practice at the local, state and national levels, and may undertake supplementary studies to further identify issues and possible solutions.

This Local Area Plan recognises there are many other initiatives that may make a place more sustainable. Council will deliver numerous other actions such as service delivery, community support and advocacy through the Bankstown Community Plan.

REFERENCE DOCUMENTS: Other Plans and Studies used in the development of this Local Area Plan

- Metropolitan Strategy (Department of Planning & Infrastructure 2005)
- West Central Subregional Strategy (Department of Planning & Infrastructure 2007)
- Residential Development Study (BCC 2009)
- Employment Lands Development Study (BCC 2009)
- Metropolitan Plan for Sydney 2036 (Department of Planning & Infrastructure 2010)
- Open Space Study (Clouston Associates 2009)
- Biodiversity Study (BCC & Eco Logical Pty Limited 2002)
- Bankstown CBD Car Parking Strategy (BCC 2009)
1.3 The Locality

The Bankstown CBD locality covers a wide area bounded by the Hume Highway to the north, Stacey Street to the east, Shenton and Hoskins Avenues to the south, and Oxford and Brancourt Avenues to the west.

The locality is highly urbanised with civic, retail and commercial activities generally focussed around the railway station. The locality is also densely populated with some 16,000 residents living in the residential areas to the north and south. Within the locality are five precincts of distinctive functional and physical character as shown in Table 1. These precincts offer an effective base to developing the desired future character for the locality, as well as the priority actions and mechanisms to implement the citywide directions at the local level.

<table>
<thead>
<tr>
<th>TABLE 1</th>
<th>Precincts in the Bankstown CBD locality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Precincts</td>
<td>Key characteristics</td>
</tr>
<tr>
<td><strong>Northern CBD Core</strong></td>
<td>This precinct is located to the immediate north of the railway line. The railway station is the principal entry point to the CBD Core, followed by Chapel Road (north) and Rickard Road (east). The Civic Precinct and Paul Keating Park form the central focus, and the established character is distinctly commercial due to a concentration of major civic, office and retail buildings (namely Bankstown City Council, Bankstown Court House, Bankstown Police Area Command, Compass Centre and Bankstown Centro, which is a regional shopping centre). This precinct is highly accessible to the railway station and bus interchange, and as a result, this precinct is also characterised by taller buildings and higher densities compared to the other precincts.</td>
</tr>
<tr>
<td><strong>Southern CBD Core</strong></td>
<td>This precinct is located to the immediate south of the railway line. The railway station is the principal entry point to the CBD Core, followed by Chapel Road (south) and Stanley Street (east). The mature Fig trees along Olympic Parade form an impressive western gateway. The established character is high density mixed use, together with some cultural and entertainment facilities (namely Bankstown Sports Club and the Regional Arts Centre) and schools.</td>
</tr>
<tr>
<td>Precincts</td>
<td>Key characteristics</td>
</tr>
<tr>
<td>---------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Bankstown City Plaza      | This precinct is located around the railway station and bus interchange, and was the first area to develop following the opening of the Bankstown railway line in 1909.  
The established townscape character is a traditional low density shopping strip based on a small lot subdivision pattern. There is a consistent two storey street wall and a concentration of historic Art Deco buildings.  
There is also considerable pedestrian activity compared to other precincts (mainly around the shops and restaurants) and good solar access to the pedestrian friendly streets. |
| Northern Frame            | This precinct is located on the northern fringe of the locality, and is a contained neighbourhood due to the road and rail network.  
The Remembrance Driveway Landscape Corridor forms the northern boundary, and Chapel Road provides an important north–south connection between the CBD Core, the South Western Sydney Institute of TAFE and the Rookwood Road Precinct.  
The established character is high density housing, with three storey walk–up units the predominant built form. Houses remain the dominant built form in the north–east corner of the precinct, which is constrained by topography and busy roads. |
| Southern Frame            | This precinct is located on the southern fringe of the locality, with Chapel Road, Macauley Avenue and Marion Street the main entry points.  
The eastern edge is constrained by the risk of localised stormwater flooding and exposure to busy roads.  
The established character is low to medium density housing with generous landscaping. Houses remain the predominant built form, with many reaching the end of their life cycle. There is a concentration of War Service Commission Homes in Vimy Street. Three storey walk–up units are dispersed in this precinct, with a small concentration along Chapel Road and south of Macauley Avenue.  
This precinct contains most of the major parks which support the locality (namely Ruse Park and Memorial Oval), and the upper reaches of Salt Pan Creek, a tributary of the Georges River. |
FIGURE 2  Precincts in the Bankstown CBD locality
FIGURE 3  Key Characteristics of the Bankstown CBD locality

Key
- Major Attractors
- Bankstown City Plaza Precinct
- Vimy Street Historic Area
- Major Parks
- Remembrance Driveway Landscape Corridor
- Steep Topography
- Council Car Parks
- Stormwater Open Canals
FIGURE 4  Current density distribution in the Bankstown CBD locality

Key
- High Density Mixed Use
- Medium Density Mixed Use
- Low Density Mixed Use
- High Density Housing
- Medium Density Housing
- Low Density Housing
- Street network
- South Western Sydney Institute of TAFE
- Schools
- Open Space

Legend:
15 Bankstown CBD Local Area Plan
A City for the City
1.4 Historical Context

The original inhabitants of the Bankstown and Canterbury area are believed to be the Gwealag, Bidjigal and Dharug people.

Europeans first came to Bankstown in 1795, just seven years after the first settlement at Sydney Cove. Governor Hunter named Bankstown in 1797 in recognition of the renowned botanist Sir Joseph Banks, and the area was first settled during the early 1800s. Originally a farming and timber getting community, Bankstown provided valuable food and resources for Sydney town as it grew from a struggling colony to a thriving global city.

The opening of the railway line during the early 1900s saw a marked increase in residential development, with Bankstown’s population growing from less than 2,000 in 1909 to over 20,000 by the early 1920s.

The Bankstown CBD boomed in the post-war years with many residents benefiting from an influx of industries and jobs at Bankstown Airport and Villawood. Market trends saw medium and high density housing increase to 61% of the housing stock, although the construction rate is aligned with the boom–bust investment cycle. By 2006, the Bankstown CBD accounted for almost 10% of the population in the City of Bankstown, or just over 16,000 residents.

Today, the Bankstown CBD continues to evolve as the civic and cultural heart of the City of Bankstown and an important economic centre in the West Central Subregion.

FIGURE 5 Historic Net Dwelling Growth in the Bankstown CBD
1.5 Population and Demographic Changes

The Bankstown CBD is a diverse and dynamic community.

The population is relatively young and middle aged when compared to the City of Bankstown and Sydney averages. Around 52% of the population is aged 20–49 years, while less than 11% is aged over 60 years. Nearly 40% of households are single person households or couples without children. This reflects the relatively young population and recent increase in medium and high density housing.

The most common countries of origin are Vietnam, Lebanon and China. The market analysis indicates the Bankstown CBD provides an affordable entry point for migrants into the Sydney housing market.

The population of the Bankstown CBD is expected to grow at an annual rate of 1%, reaching nearly 25,000 residents by 2031. As with the remainder of Sydney, the proportion of residents aged over 60 years will increase to over 14%, and this trend is likely to result in smaller household sizes.

The Bankstown CBD will require more dwellings, jobs and infrastructure to meet the needs of this growing population.

FIGURE 6 Population Changes in the Bankstown CBD

![Population Changes in the Bankstown CBD](chart.png)

Source: ID Consulting, Population and Household Forecasts 2008
1.6 Metropolitan Planning Context

The Metropolitan Plan is the long term strategic plan for the growth of Sydney to 2036. In the next 25 years, Sydney is expected to grow by 1.7 million people, who will live in 770,000 new homes and work at 760,000 new jobs.

The Plan divides metropolitan Sydney into 10 subregions. Bankstown is in the West Central Subregion, which also includes the Auburn, Fairfield, Holroyd and Parramatta local government areas. The West Central Subregion is required to accommodate some 96,000 new homes and 98,000 new jobs. Of this, the Bankstown CBD has a target of some 3,800 additional homes and 4,000 new jobs.

The Metropolitan Plan nominates the Bankstown CBD as a ‘Major Centre’. Major Centres are typically characterised as major shopping, business and service centres for the subregions, usually with a full scale shopping mall, council offices, taller office and residential buildings, a civic square, cinemas, sporting facilities and significant parklands. They represent significant employment destinations as well as being active centres with high density residential development within a walking catchment radius of 1km. Major Centres have a minimum of 8,000 jobs, with the potential for 12,000 jobs by 2036. Major Centres typically have capacity for 9,000–28,000 dwellings.

In many cases, Major Centres are the focus for major institutions, principally serving the immediate subregional residential populations on the fixed rail network. They are also a focal point for the subregional public transport services (rail and buses) and the arterial road network.

Major Centres should retain a commercial core in cases where targeted growth for commercial development is at risk of not being accommodated in the centre. Mixed uses should locate around the commercial core, and in some centres this may be a significant proportion of the centre. Residential development in the mixed use area can form an important element in revitalising the centre and provide for more housing choice.

The State Government has a strategic interest in the success of Major Centres as key structuring elements for Sydney and as focal points for subregional services.

1.7 Community Issues

The Bankstown Community Plan, Issues Paper and consultation identify community issues on the function and growth of the Bankstown CBD. The consideration of these issues will help to define the city we want to see by 2031.

To date, the community sees bus services and local opportunities (such as the TAFE, schools and medical services) as working well in the Bankstown CBD. The community’s top priorities are to see access, amenity and infrastructure improvements, namely:

- Better approaches to the Bankstown CBD to make it easier for visitors to find the city centre.
- More walking and bike paths across the railway line, as it currently forms a barrier between the northern and southern sides of the Bankstown CBD.
- Better management of the inner streets, which are congested at times and difficult to navigate.
- Safe, well lit car parks.
- More night lighting and public safety.
- More eating places and on-street dining.
- Development of local businesses and street shops.
- Consistent signs and visual identification in the commercial centre.
- More family play areas and places to ‘sit and eat’ in parks.
- More trees and shade, and better sustainable environment.
- Replacement of ageing community facilities and infrastructure.
Chapter Two

Local Area Actions
2.1 Liveable

The Bankstown CBD is the largest and fastest growing mixed use centre in the City of Bankstown with a population of 16,047 residents. Most residents live in contemporary high rise units in the CBD Core, as well as a mix of houses and older walk–up units in the Northern and Southern Frame precincts.

Based on demographic trends, the CBD is expected to grow by another 8,470 residents and 3,800 dwellings by 2031.¹

The Liveable Actions aim to continue to have the Bankstown CBD function as the largest mixed use centre in the City of Bankstown, and to concentrate around 80% of the 3,800 dwelling target within the walking catchment of this Major Centre (i.e. a 1km radius measured from the railway station).²

Locating a greater proportion of residents closer to public transport and services will make the Bankstown CBD a more liveable and attractive place as it achieves the following sustainability principles derived from Government and Local Council policies:

- A Major Centre that makes it easier for residents to go about their daily activities by making more activities available in the one location.
- A Major Centre that promotes healthier communities by giving more residents the option of taking public transport, walking and cycling.
- A Major Centre that is vibrant and safe, and operates as a focus for community activity and social inclusion.
- A Major Centre that protects its heritage and reduces pressure for development in physically constrained and less accessible locations.

Supporting this growth will be housing choice and a range of community infrastructure such as public buildings, civic spaces, community halls and libraries. As a ‘City Maker’, Council will continue to take an active role in delivering quality community infrastructure that meets the needs of a diverse and growing population.

¹ Residential Development Study (BCC 2009)
² Metropolitan Plan for Sydney (DP&I 2010)
Plan for Additional Dwelling Growth within the Walking Catchment of the Bankstown CBD

This action aims to sustainably transform the Bankstown CBD by concentrating around 80% of the 3,800 dwelling target within the walking catchment of this Major Centre (i.e. a 1km radius measured from the railway station).

Council’s research looked at existing and future land capacity to identify areas within the walking catchment that can best cope with intensification and population growth as shown in Table 2. The research looked at land uses, building age, physical and amenity constraints, historic construction rates, market trends and proximity to public transport and infrastructure.

The research found the extent and capacity of the existing mixed use and flat zones are adequate to accommodate most of the dwelling target subject to some density changes in certain areas. There is also the possibility to extend high density housing to the fringe of the Southern CBD Core, bounded by Stanley Street, Percy Street, Macauley Avenue and Restwell Street given the close proximity to the railway station and major parks.

In addition, the research looked at the building envelopes and housing types needed to achieve the dwelling target (assuming it is in the form of mixed use development in the CBD Core) in keeping with the desired housing character for the precincts. Table 3 provides a break down of the planning control changes that would best achieve the dwelling target for the precincts.

IMPLEMENTATION

- Amend the Bankstown LEP.
### TABLE 2  
Potential land capacity by precinct

<table>
<thead>
<tr>
<th>Precincts</th>
<th>Current planning controls</th>
<th>Existing dwellings</th>
<th>Research findings</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Northern CBD Core</strong></td>
<td>The Mixed Use Zone permits houses, dual occupancies, villas and home units. The floor space ratio ranges from 1:1–4.5:1 (subject to frontage width) and the height limit generally ranges from 8–12 storeys.</td>
<td>967</td>
<td>The capacity of this precinct is good as it contains many of the large sites suitable for mixed use redevelopment e.g. Compass Centre, RSL Club site, Bankstown Centro and the railway station.</td>
</tr>
<tr>
<td><strong>Southern CBD Core</strong></td>
<td>The Mixed Use Zone permits houses, dual occupancies, villas and home units. The floor space ratio ranges from 2:1–3:1 (subject to frontage width) and the height limit generally ranges from 8–9 storeys.</td>
<td>357</td>
<td>The capacity of this precinct is limited as it is built up with the Bankstown Sports Club, regional arts hub and contemporary home units.</td>
</tr>
<tr>
<td><strong>Bankstown City Plaza</strong></td>
<td>The Mixed Use Zone permits houses, dual occupancies, villas and home units. The floor space ratio ranges from 2:1–3:1 (subject to frontage width) and the height limit generally ranges from 3–8 storeys.</td>
<td>10</td>
<td>The capacity of this precinct is limited due to the number of historic buildings and small lot subdivision pattern (which constrains consolidation).</td>
</tr>
<tr>
<td><strong>Northern Frame</strong></td>
<td>The High Density Residential Zone permits houses, dual occupancies, villas and home units. The floor space ratio is 1:1, density is 1/90m² and the height limit is 3 storeys plus loft. The Low Density Residential Zone in the north–east corner of the precinct permits houses, dual occupancies and villas. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus loft.</td>
<td>2,331</td>
<td>The capacity of this precinct is limited as it is built up with walk–up units and educational establishments, and any outward expansion to the north–east corner is constrained by topography and exposure to busy roads. However, there is the potential to increase densities along Chapel Road, which aligns a regional bus route and connects to the Rookwood Road Precinct.</td>
</tr>
<tr>
<td><strong>Southern Frame</strong></td>
<td>The High Density Residential Zone permits houses, dual occupancies, villas and home units. The floor space ratio is 0.75:1, density is 1/120m² and the height limit is 3 storeys plus loft. The Low Density Residential Zone outside the walking catchment permits houses, dual occupancies and villas. The floor space ratio is 0.5:1 and the height limit is 2 storeys plus loft.</td>
<td>2,026</td>
<td>The capacity of this precinct is good as much of the housing stock is reaching the end of its life cycle, and there is the potential to increase densities to match the Northern Frame. Detached housing should remain in Vimy Street (due to the historic character) and areas outside of the walking catchment (which consist mostly of cul-de-sac street patterns that limit pedestrian connections and circulation).</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td>5,691</td>
<td></td>
</tr>
</tbody>
</table>
## TABLE 3  
Distribution of dwelling target by precinct

<table>
<thead>
<tr>
<th>Precincts</th>
<th>Desired housing character</th>
<th>Dwelling target to 2031 based on planning control changes</th>
<th>Suggested planning control changes</th>
</tr>
</thead>
</table>
| **Northern CBD Core**   | To have high density mixed use development within easy walking distance of the railway station and bus interchange. | 1,276                                                   | • Focus on high density shop top housing to achieve target, whilst retaining ground and first floor retail and commercial activities.  
• Remove low density options.  
• Adjust heights to match floor space provision for shop top housing. |
| **Southern CBD Core**   | To have high density mixed use development within easy walking distance of the railway station and bus interchange. | 882                                                     |                                                                                                                                 |
| **Bankstown City Plaza**| To keep the low density townscape character (i.e. two storey street wall) and generous solar access to active pedestrian areas. | Nil                                                    | • Adjust height and floor space provisions to keep the low density townscape character.  
• Remove dwelling types that do not contribute to the shop top housing character. |
| **Northern Frame**      | To have high density living in proximity to the CBD Core, medium density living along Chapel Road and in areas that form a transition to neighbouring low density areas, whilst retaining detached housing in the north–east corner of the precinct. | 303                                                    | For the High Density Zone:  
• Focus on home units and townhouses to achieve target.  
• Remove the low density options.  
• Adjust height to 4 storeys to match floor space provision.  
• Delete the density control for home units to make the precinct more flexible to market and household trends.  
Introduce Medium Density Zone to Chapel Road and transitional areas, with a focus on townhouses. |
| **Southern Frame**      | To have high density living in proximity to the CBD Core and major parks, medium density living in areas that form a transition to neighbouring low density areas, whilst retaining detached housing in Vimy Street and areas outside of the walking catchment. | 1,347                                                  | • Extend the High Density Zone to the area bounded by Stanley Street, Percy Street, Macauley Avenue and Restwell Street. Exclude Vimy Street to protect the historic character.  
• Focus on home units and townhouses to achieve target.  
• Remove the low density options.  
• Adjust height to 4–6 storeys to match floor space provision and take advantage of park outlooks.  
• Delete the density control for home units to make the precinct more flexible to market and household trends.  
Introduce Medium Density Zone to transitional areas, with a focus on townhouses. |
| **Total**               |                                                                                           | 3,808                                                  | The Bankstown CBD will have around 9,499 dwellings by 2031, which is within the dwelling range expected of Major Centres (i.e. 9,000–28,000 dwellings). |
New mixed use housing in the Southern CBD Core

New home units in the Southern Frame Precinct
FIGURE 8 Indicative density distribution to achieve dwelling target
FIGURE 9  Indicative height distribution to achieve dwelling target

Key
- 2 storeys
- 3 storeys
- 4 storeys
- 5 storeys
- 6 storeys
- 7 storeys
- 8 storeys
- 9 storeys
- 10 storeys
- 10 storeys + Landmark Tower (up to 14 storeys)
- 11 storeys
- 12 storeys + Landmark Tower (up to 16 storeys)
- 12 storeys
- 16 storeys
- Open space
**Lead the Way with Better Standards of Building Design**

This action aims to achieve well designed mixed use and residential development that makes the most of the location and provides interesting active street frontages. This is vital to distinguish the Bankstown CBD from other Major Centres and strengthen the liveability of the centre.

The Department of Planning & Infrastructure has issued statewide policies to achieve good urban design, namely the Residential Flat Design Code and BASIX. Council is committed to build on these policies and to customise the design controls to further enhance the character and appearance of the Bankstown CBD.

Well designed mixed use development will also help to attract corporate firms who seek buildings with contemporary facades, good quality finishes and excellent energy efficiency ratings as part of their corporate image.

There are two significant changes Council could make to the design controls to achieve the desired outcomes.

The first change is to prepare more detailed design controls for key strategic sites, which would make the Bankstown CBD a model of sustainable renewal and redevelopment. The key sites (for reasons including location, lot size and building age) are:

- Civic Precinct (Rickard Road).
- Bankstown Centro (in particular, fronting Rickard Road and The Appian Way).
- Bankstown RSL Club (between Meredith Street and Kitchener Parade).
- Compass Centre (North Terrace and The Appian Way).
- Bankstown Railway Station and surrounding land.

Through the redevelopment of these sites, the design controls will look to enhance the pedestrian environment by adding positive and active street frontages, practical mid-block connections and passive surveillance. The design controls will also look to customise the heights and setbacks to achieve practical building envelopes, and promote opportunities for landmark buildings and A–Grade office space.

The second change is to review some general design controls to enhance the function and appearance of development in keeping with the SEPP 65 design principles, namely:

- A review of setbacks to correspond with the diverse character of the streets, gateway locations and street tree corridors.
- A review of external appearances and signs to improve the quality and image of development in the Bankstown CBD.
- A review of the off–street parking policy, as well as pedestrian and cycling access to achieve more sustainable development by reducing car dependence in proximity to public transport.
- A review of the location of driveways and waste storage areas to avoid conflict with the pedestrian network and active street frontages.

**IMPLEMENTATION**

- Amend the Bankstown DCP.
- Review all major development through the Major Development Design Assessment Panel.
Active street frontages

Bankstown City Plaza
The heritage review confirms the continued protection of heritage items in the Bankstown CBD, with a possible review of the item at 89 Restwell Street in Bankstown.

The heritage review also identifies two additional locations of historic significance. This action aims to protect the heritage items, and to commence the process to protect the two additional locations, which are the War Services Commission Homes in Vimy Street and the Art Deco character of the Bankstown City Plaza.

The War Service Commission Homes in Vimy Street provide valuable evidence of the role of the Commission in providing housing during the post World War I era and assistance to returned servicemen and their families. The heritage review recommends a heritage listing to preserve this rare aspect of the cultural history in the City of Bankstown.

The Bankstown City Plaza is a popular pedestrian precinct in the Bankstown CBD. Council will continue to maintain the Art Deco character of the Plaza whilst facilitating the redevelopment of the precinct to improve the amenity and appearance. The heritage review recommends a heritage listing to preserve some of the historic buildings, which contribute to this rare aspect of the cultural and architectural history in the City of Bankstown.

Council will also look to customise the design controls to enhance the townscape character, with two storeys along the street frontage and increased setbacks above. The setbacks and height limit will also aim to protect solar access to the pedestrian friendly streets and meeting places within the Plaza.

**IMPLEMENTATION**

- Amend the Bankstown LEP and DCP to include properties in Vimy Street and the Bankstown City Plaza on the Local Heritage List.
Establish Sydney’s Best Local Civic Precinct

The Civic Precinct incorporates the Town Hall, the Council Chambers, Civic Tower and Paul Keating Park. The Civic Precinct is the primary location for State and Local civic and administration services in the City of Bankstown.

The redevelopment of the Civic Precinct will enable Council to use the site as a catalyst for future investment in the Bankstown CBD, and to demonstrate a high quality sustainable design which Council could use to encourage the same from private developers within the Bankstown CBD.

For example, a key development in the Civic Precinct is the conversion of part of the Town Hall to a new Library and Knowledge Centre. The Bankstown Library network is one of the largest in the state. The redevelopment will see the creation of a leading example of knowledge services involving library, meeting rooms, theatre and learning spaces in a state of the art sustainable building. This redevelopment will cement the Civic Precinct as a key destination for residents and visitors to the Bankstown CBD.

The redevelopment of the Civic Precinct will also upgrade Paul Keating Park to better integrate with other Council facilities such as the Council Chambers and Civic Tower. This is commencing with the installation of new rainwater tanks to irrigate the park.

IMPLEMENTATION

• CBD Renewal Program: Redevelop part of the Town Hall into a new Library and Knowledge Centre.
Develop the Regional Arts Centre at Olympic Parade

Council is in the process of redeveloping the former Arts and Crafts Centre in Olympic Parade into a new Regional Arts Centre, and to create a platform for exciting new cultural experiences in the Bankstown CBD.

This redevelopment will provide much needed performance, rehearsal, studio and exhibition space, as well as provide high quality accommodation for local arts organisations such as the Bankstown Arts Society and Bankstown Youth Development Service.

This redevelopment will also upgrade Griffith Park and Dale Parade to support the long term operation and visitor access to the Regional Arts Centre.

IMPLEMENTATION

- CBD Renewal Program: Construct and operate the new Regional Arts Centre.
Develop Local Facilities for Community Services

Council is committed to providing high quality meeting spaces for the community, and is proposing new facilities that meet the needs of multiple community services. This is commencing with the development of a new community facility at 24–26 Jacobs Street, which will co-locate the women’s health services and occasional child care on the northern side of the Bankstown CBD. Council is also looking to retain multiple community services on the southern side of the Bankstown CBD at 7 West Terrace.

The co-location of these services at focal points means some other land in the Bankstown CBD is surplus to Council’s needs. This includes the land at 1–9 Leonard Street, 74–80 Restwell Street and 80 North Terrace.

IMPLEMENTATION

- CBD Renewal Program: Council will work with other service providers to support opportunities for co-location.
FIGURE 10  Liveable Action Plan

Key

- L1 – Plan for Additional Dwelling Growth within the Walking Catchment of the Bankstown CBD
- L2 – Lead the Way with Better Standards of Building Design
- L3 – Protect the Heritage Character of the Bankstown CBD
- L4 – Establish Sydney’s Best Local Civic Precinct
- L5 – Develop the Regional Arts Centre at Olympic Parade
- L6 – Develop Local Facilities for Community Services
2.2 Invest

The Bankstown CBD is the largest employment precinct in the City of Bankstown with around 9,600 jobs. Most jobs are in the administration, retail and education sectors. The Bankstown CBD struggles to attract subregional office jobs given the proximity of competing employment centres in Parramatta, Homebush Olympic Park, Liverpool and Hurstville.

According to employment trends, the Bankstown CBD will grow by 4,000 new jobs to reach a target of 13,600 jobs by 2031.

The Invest Actions aim to continue to have the Bankstown CBD function as a major employment precinct in the City of Bankstown and the wider West Central Subregion, and to concentrate the 4,000 new jobs in the CBD Core, which is a location that most residents in the subregion can comfortably travel to within 30 minutes by public transport.¹

Locating jobs closer to home will make the local economy stronger and more diverse as it will achieve the following sustainability principles derived from Government and Local Council policies:

- A Major Centre that strengthens the customer base for local businesses.
- A Major Centre that makes more efficient use of infrastructure.
- A Major Centre that promotes sustainable transport by giving more workers, residents and customers the option of taking public transport, walking and cycling.
- A Major Centre that promotes healthier communities by reducing travel times, and enabling residents to spend more time at home or enjoying leisure activities.
- A Major Centre that can adapt to workforce and demographic changes, particularly as an ageing population will develop different employment and consumption patterns.
- A Major Centre where new dwellings supplement the employment functions of the centre, and do not compromise the CBD Core.

Supporting this growth will be a range of public domain and landscaping improvements to enhance the Bankstown CBD as an attractive employment and investment destination.

¹ Metropolitan Plan for Sydney (DP&I 2010)
Plan for Additional Job Growth in the CBD Core

This action aims to sustainably transform the Bankstown CBD by concentrating the 4,000 jobs target in the CBD Core. This is the preferred location as most residents in the City of Bankstown and the wider West Central Subregion can comfortably travel to the CBD Core within 30 minutes by public transport (i.e. rail and regional bus routes).

The CBD Core (which includes the Bankstown City Plaza) is becoming an active mixed use centre with around 97,669m² of commercial and retail floor space. The number of A–Grade buildings is increasing, which is a positive factor, although this is usually attached to residential development. This follows Council’s DCP amendment to require non–residential development on the lower floors, which is found to bring shops and small commercial offices to serve community needs. The employment trends indicate the Bankstown CBD will continue to emerge as a major employment precinct in the West Central Subregion, with job creation likely to occur in the retail, commercial, dining, entertainment, recreation, creative industries and education sectors.

Based on these employment trends, the 4,000 jobs target would translate to an additional supply of 13,600m² of commercial floor space and 8,000m² of retail floor space by 2031.²

Council’s research looked at the existing and future land capacity of the CBD Core to identify areas that can best accommodate business development potential. The research looked at land uses, building age, physical and amenity constraints, historic construction rates, market trends, pedestrian activity, and proximity to public transport and infrastructure.

The research found the extent and capacity of the CBD Core (i.e. the Mixed Use Zone) is adequate to accommodate the required additional floor space provided the Mixed Use Zone continues to retain the ground and first floors as commercial and retail floor space.

Figure 11 shows the area where the Mixed Use Zone must retain the ground and first floors as commercial and retail floor space if the Bankstown CBD is to achieve the jobs target and active street frontages. The Metropolitan Plan reinforces this policy position, as the future direction for the Bankstown CBD is to provide capacity for retail and office development, and encourage the renewal of office buildings.

IMPLEMENTATION

• Amend the Bankstown LEP and DCP.

² Employment Lands Development Study (BCC 2009)
Commercial and retail development in the CBD Core
Area where the Mixed Use Zone must retain the ground and first floors as commercial and retail floor space.
Strengthen the Image and Amenity of the Bankstown CBD

This action aims to position the Bankstown CBD for the next wave of business investment. Council is strengthening the market attractiveness of the CBD Core and Bankstown City Plaza with an ongoing program of public domain and main street improvements, which include footpath widening, new street trees, better street lighting, new street furniture, murals and public art. Since 2007, Council completed several improvement works on both the northern and southern sides of the railway line. This program will continue with the following streetscape improvement works:

- North Terrace (Bankstown City Plaza to Appian Way).
- Bankstown City Plaza (overpass to Dale Lane).
- Chapel Road (Dale Lane to Memorial Oval).
- Featherstone Street, The Appian Way and The Mall.
- Vista and public domain improvements between the Civic Precinct and the railway station.
- Road junction improvements at key intersections to provide shared surface pedestrian priority crossings.
- Vista and public domain improvements to the main entries of Bankstown Centro.

Another way to attract business investment is to improve personal safety and security for workers and customers. Improvement works may include better lighting of public spaces, minimising entrapment spaces, providing clear signage, prompt removal of graffiti and incorporating CCTV.

IMPLEMENTATION

- CBD Renewal Program.
Encourage More Opportunities for Home Based and Small Scale Businesses

The Bankstown CBD contains many home based and small scale businesses. This action aims to continue and actively encourage the expansion of these businesses as a way to promote local job opportunities.

For example, this action will introduce SOHO dwellings (small office home office) as an extension to the CBD Core. SOHO dwellings are typically small start up businesses or live/work studios that can employ staff and display goods at the street level of residential buildings. This action is likely to occur in residential streets that border the CBD Core such as Brandon Avenue and Meredith Street.

Implementations

- Amend the Bankstown LEP.

“Jobs Closer to Home have key sustainable outcomes, including the reduction in travel and transport impacts and the subsequent increased time local residents are able to spend at home and within their local neighbourhoods.”
2.3 Green

Open spaces, neighbourhood parks and playing fields provide important public places for people to exercise, relax and socialise. The Bankstown CBD contains a well established open space network, which includes Ruse Park, Memorial Oval and Griffith Park.

As the population is projected to grow to nearly 25,000 residents by 2031, it is essential to adapt the supply and function of the open spaces to meet changing needs, whilst protecting the rare and threatened plants and animals that share these spaces if the Bankstown CBD is to move towards a more sustainable urban environment.

The Green Actions aim to deliver an adequate supply of open spaces to sustain population growth by ensuring neighbourhood parks are within easy walking distance (around 400 metres) of the residential growth areas. Locating open spaces closer to residents will contribute to the liveability of the Bankstown CBD as it will achieve the following sustainability principles derived from Government and Local Council policies:

- A Major Centre that provides a wide range of multi-functional open spaces to serve different community needs, whilst protecting the biodiversity values of the living spaces and corridors.
- A Major Centre that contributes to the health and well being of residents by providing safe, accessible and well connected open spaces.

At the same time, Australians currently emit more than 550 million tonnes of greenhouse gases each year. About 20% is generated through everyday activities such as heating, cooling, cooking, lighting, driving the car, running appliances, travelling and from household rubbish decaying in landfill. Other impacts include water pollution and soil erosion. Creating a Green City involves the reduction of our ecological footprint. The Green Actions will look at ways to reduce the amount of energy, water and other resources we consume, and the pollution and waste we produce.

1. Recreation and Open Space Planning Guidelines for Local Government (DP&I 2010)
Maximise the Recreational and Ecological Functions of Ruse Park

Ruse Park is the largest open space in the Bankstown CBD (around 10 hectares) and incorporates Hoskins Reserve and the green corridor extending south-east along Salt Pan Creek. A significant proportion of dwelling growth in the Southern CBD Core and Southern Frame precincts will occur within easy walking distance (around 400 metres) of this park.

This action aims to strengthen the recreational and ecological functions to ensure this district park is capable of sustaining population growth in the long term, and will explore the following improvement works:

- Provide better access to the park through an improved pedestrian crossing from Memorial Oval, new bridge links over the canal, and land acquisition to widen the narrow entry points.
- Provide a broad range of recreational opportunities such as junior training facilities, and places to ‘sit and eat’ for residents and workers.
- Improve the environmental qualities of the corridor with native tree planting and water sensitive urban design treatments.
- Landscape the pedestrian walkways along the Salt Pan Creek canal.
- Investigate the future of the southern part of Hoskins Reserve to provide better amenity to the neighbouring industrial precinct.

“Creating a Green City involves the protection and enhancement of open space for the use of the community while managing ecologically sensitive areas.”

IMPLEMENTATION

- Amend the Bankstown LEP and Plan of Management.
- Open Space Improvement Program—Capital Works.
- Property Acquisition Program.
Maximise Access and Useability of Memorial Oval

Memorial Oval is the second largest open space in the Bankstown CBD (around 7 hectares) and incorporates the City Gardens and sportsground. Similar to Ruse Park, a significant proportion of dwelling growth in the Southern CBD Core and Southern Frame precincts will occur within easy walking distance (around 400 metres) of this park.

This action aims to provide better community access to this district park by exploring the following improvement works:

- Open up and enhance the access points to the park to make them more visible.
- Improve the recreational opportunities and facilities.
- Accommodate neighbourhood kiosks and/or outdoor cafes.
- Accommodate community gardens.
- Improve the water quality of the Salt Pan Creek canal with ecological enhancement projects.

IMPLEMENTATION

- Amend the Plan of Management.
- Open Space Improvement Program—Capital Works.
Maximise Access and Useability of Griffith Park

Griffith Park is some 6,400m² in area and forms part of the new regional arts hub in Olympic Parade. It is primarily used as a passive recreation park with a playground. The site is currently in good condition but, with no adjoining commercial or residential uses facing the park, has poor passive surveillance.

This action aims to improve the function of Griffith Park to support the new regional arts hub by exploring the following improvement works:

- Provide a stronger pedestrian link from Northam Avenue, across Olympic Parade to the Dale Street car park.
- Relocate the existing playground to a better location directly south of Olympic Parade.
- Incorporate the future works to the car park in the southern section of the park.

IMPLEMENTATION

- Open Space Improvement Program–Capital Works.
Upgrade Neighbourhood Parks

The open space analysis indicates the current supply and distribution of open spaces are adequate to ensure neighbourhood parks are within easy walking distance (around 400 metres) of the residential growth areas. This means there are no targeted areas for the acquisition or disposal of neighbourhood parks to meet future population needs.

This approach is consistent with best practice which has moved significantly from a standards based approach (focused largely on ratios of open space to population) to a more qualitative approach that addresses demand, needs and opportunities. More emphasis is essentially placed on upgrading existing open spaces to a higher quality with more recreational diversity and capacity. Typical upgrade works are likely to include new facilities (in particular for young children and youth), improved safety, and fitness equipment and circuits.

This action aims to align the priority upgrade works with the projected population growth. There are several parks in the Bankstown CBD (for reasons including location and size) which would support the areas likely to experience residential growth. The parks are Alice Park, Archer Reserve, Cairds Reserve, Chelmsford Reserve, De Witt Reserve and R.M. Campbell Reserve.

IMPLEMENTATION

- Amend the Plan of Management.
- Open Space Improvement Program—Capital Works.
‘Streets as Open Space’ – A Network of Informal Gathering Spaces

In a highly urbanised environment with limited opportunities for additional open space, and one in which the population comprises a lot of young people, the street forms an important meeting place for day-to-day socialising.

This action aims to create a network of informal gathering spaces centred on streets around the CBD Core. Typical locations may include key pedestrian routes, outside community facilities, key street junctions or at landmark corner buildings adjoining local shops. It is likely community involvement will decide exact locations. In addition, the typical elements of gathering spaces may include seats or low walls, shade trees, lighting, low key artwork and outdoor areas for temporary exhibitions.

A suitable location for a demonstration project is 25 Raymond Street, which is a small vacant corner site surrounded by new home units.

IMPLEMENTATION

- CBD Renewal Program.
Work with Private Land Owners to Secure Access to Playing Fields

Although the open space analysis identifies an adequate supply of neighbourhood parks, there is a significant gap in the supply of playing fields to effectively promote liveable neighbourhoods and healthier communities. Council will enter into negotiations with the following land owners, with the aim of increasing the supply of publicly accessible playing fields to support the growing population:

- De La Salle College—shared use of the school playing fields.
- Bankstown Centro—temporary use of the car park roof for small green space/court sports space, as well as a publicly accessible plaza, square or main street space as part of any future redevelopment of the western end of the shopping centre and the former Lady Cutler Avenue.
Work with State Government to Secure New Open Space Connections

The open space analysis identifies significant gaps in the pedestrian network to provide residents with well connected and accessible open spaces. Council will enter into negotiations with the following land owners, with the aim of providing more accessible open spaces and mid-block connections:

- RailCorp—better access along portions of the rail corridor, and formalisation of public use of the open space along Brancourt Avenue (near Coleman Avenue).
- Roads and Traffic Authority—better access along the western side of Stacey Street, in particular, north from Rickard Road to the Hume Highway.
- Bankstown Girls’ High School and Bankstown Public School—obtain a pedestrian mid-block connection to Memorial Oval.

IMPLEMENTATION

- Urban Renewal Program.
Implement the CBD Street Tree Strategy

Street trees are highly desirable and can transform a bleak street scene into an aesthetically pleasing urban environment. As well as provide a cooling effect and shade for pedestrians, street trees can provide habitat for native fauna, shield unsightly structures, diminish traffic noise and reduce impurities in the air. Street trees can also help to designate key routes such as the Ring Road and gateway locations.

This action aims to increase the green cover of the Bankstown CBD by 10% as an effective way to manage heat, store carbon, improve attractiveness and encourage walking and cycling, consistent with the actions of the Metropolitan Plan.

The priority streets for action are Meredith Street, Chapel Road, Fetherstone Street, The Appian Way, Rickard Road, Stanley Street and North Terrace (new trees along the railway boundary).

G8 IMPLEMENTATION

- Open Space Improvement Program.
The Remembrance Driveway Landscape Corridor extends through the City of Bankstown to commemorate the Australian Forces who served since World War I. The Remembrance Driveway is the primary landscape feature that characterises the Hume Highway.

This action aims to embellish the section of the Remembrance Driveway Landscape Corridor that borders the Bankstown CBD, consistent with the adopted Hume Highway Corridor Strategy which identifies the following works:

- Locate sculptural elements at gateway sites.
- Landscape the gaps along the corridor.
- Create a historical interpretive landscape trail.
- Retain existing open spaces.
- Plant a double row of mature trees along the corridor.

**IMPLEMENTATION**

- Open Space Improvement Program.
At present, many residential and commercial buildings are found to be energy inefficient, comparatively expensive to run, use more water than necessary, and can be made of materials that damage our health and the environment.

Environmentally sustainable design is an approach that considers each building project from the initial planning stage to eventual decommissioning. There are five fundamental principles of environmentally sustainable design: orientation and structure design efficiency, energy efficiency, water efficiency, materials efficiency and indoor air quality. Improving building designs can save energy, water and money, while creating a more enjoyable and comfortable place to work and live.

Council will continue to lead the way in terms of environmentally sustainable design. The redevelopment of the Civic Precinct will provide the opportunity for a significant ‘best practice’ project to demonstrate concepts such as water reuse. The public domain works will also incorporate environmentally sustainable design, such as water sensitive landscaping works.

**IMPLEMENTATION**

- Amend the Bankstown DCP.
- CBD Renewal Program.
- Open Space Improvement Program.
Improve the Stormwater Run-off Capacity within the Bankstown CBD

Parts of the Bankstown CBD are subject to localised stormwater flooding, generally in association with the Stacey Street canal and the Salt Pan Creek canal. The affected areas include sections of Stacey Street, Cross Street, West Terrace, The Appian Way and parks.

To upgrade the existing stormwater system and minimise the potential flood impact on properties, Council’s priority will focus on requesting Sydney Water to upgrade the Stacey Street canal and investigate ways to upgrade the canal along The Appian Way.

IMPLEMENTATION

• Catchment Management Program—Floodplain Risk Management Plan and future capital works.
Council will encourage the revitalisation of existing outdoor spaces with new landscaping and community gardens. Council will also work with local schools and community groups to revitalise the open spaces along Salt Pan Creek and its tributaries by removing weeds and rubbish, and planting indigenous species.

**IMPLEMENTATION**

- Environment and Education Program.
- Bushcare Program.
FIGURE 13  Green Action Plan

Key

- **G1** Maximise the Recreational and Ecological Functions of Ruse Park
- **G2** Acquire new open space
- **G3** Maximise Access and Useability of Memorial Oval
- **G4** Maximise Access and Useability of Griffith Park
- **G5** Upgrade Neighbourhood Parks
- **G6** ‘Streets as Open Space’ - A Network of Informal Gathering Spaces
- **G7** Work with Private Land Owners to Secure Access to Playing Fields
- **G8** Work with Government to Secure New Open Space Connections
- **G9** Implement the CBD Street Tree Strategy
- **G10** Implement the Remembrance Driveway Landscape Corridor
- **G11** Improve the Stormwater Run-Off Capacity within the CBD
2.4 Connected

The Bankstown CBD is located at the hub of the public transport corridors and state roads that traverse south–west Sydney. The Bankstown Railway Line, one of the busiest in the metropolitan area, connects Bankstown with the Sydney CBD and Liverpool while the newly opened bus interchange is the focus for seven regional bus routes.

Despite the connections to the public transport network, the Bankstown CBD remains a dominant car based environment. With two out of every three residents leaving the City of Bankstown for work, the vast majority of travel is by private vehicles, with only 16% of journeys by rail and 2% by bus. Travel to work by walking and cycling is negligible in the Bankstown CBD.

The Connected Actions aim to promote sustainable transport by increasing the share of work journeys by public transport to 28% and cycling to 5%.\(^1\)

Promoting public and active transport will make the Bankstown CBD a more liveable and healthier place as it will achieve the following sustainability principles derived from Government and Local Council policies:

- A Major Centre that encourages public transport use, particularly for commute trips, to keep Sydney compact and moving.
- A Major Centre that slows the growth of greenhouse gas emissions by reducing the number of car journeys to access jobs and services.
- A Major Centre that promotes healthier communities by giving more residents the option of taking public transport, walking and cycling.
- A Major Centre that makes more efficient use of infrastructure.
- A Major Centre that provides sustainable transport options to minimise vulnerability to increasing fuel costs.

At the same time, the Connected Actions will integrate the policies for public transport, active transport, traffic and parking to support the function and servicing of the Bankstown CBD as a Major Centre.

\(^1\) State Plan (State Government 2010)
C1 Redevelop and Expand the Bankstown Railway Station

The Bankstown railway station is one of the busiest in south-west Sydney and is the principal gateway to the Bankstown CBD. About 16,600 commuters use the station on a typical weekday. The station also functions as a rail/bus interchange, providing public transport connections to all parts of the City of Bankstown, and is an important mid-block connection across the railway line.

By 2031, there will be 25,000 residents and 13,600 jobs within the walking catchment of the railway station. The Metropolitan Plan recognises there must be adequate transport capacity to sustain this growth, particularly if the target is to increase the share of work journeys by public transport to 28%.

To make more efficient use of infrastructure, Council is working with RailCorp and Transport NSW to develop a masterplan for the redevelopment and expansion of the Bankstown railway station and the surrounding land. The masterplan is to be based on the following intended outcomes:

- Increase the capacity of the ticket office concourse to allow for long term growth in commuter, pedestrian and cyclist movements.
- Make the ticket office concourse visible to the streets on the northern side (e.g. to Fetherstone Street) to provide direct and safe access for commuters, pedestrians and cyclists.
- Provide more retail and pedestrian orientated activities at street level.
- Provide development opportunities for large scale residential and commercial development on the surrounding surplus land.
- Improve public safety for commuters, pedestrians and cyclists through better lighting and the removal of places to hide.
- Improve access to the platforms and concourse for people with disabilities.
- Provide better connections to the taxi rank, kiss and ride areas and commuter car parks.

C1 IMPLEMENTATION

- Urban Renewal Program. The first stage is to prepare a masterplan for the Bankstown Railway Station Precinct.
Work with State Government to Improve Public Transport Services to the Bankstown CBD

The Metropolitan Plan is looking to identify and protect key corridors for the future expansion of the transport network. This long term investigation includes a possible transport corridor from Parramatta to Hurstville (via the Bankstown CBD) to cater for travel demand and growth. This action will see Council work in collaboration with the State Government on the possibilities of this initiative, and whether the statutory protection of the transport corridor will flow through to the local environmental planning instrument.

IMPLEMENTATION

• Urban Renewal Program.
Encourage Active Lifestyles by Making it Easier to Walk and Cycle around the Bankstown CBD

This action aims to substantially increase the number of people walking and cycling in the Bankstown CBD to reduce car dependence. Council is preparing an Active Transport Strategy to improve the regional and local pedestrian and cycle networks, and to identify the essential infrastructure and streetscape works to support these networks.

At a regional level, the Bike Plan, Sydney Metropolitan Regional Trails Framework and Council’s Rail Network identify a number of important cycle routes that would better link the Bankstown CBD to other parts of the city. These routes are:

- Northwards to the Cooks River.
- Eastwards towards Botany Bay.
- Southwards to the Georges River National Park.
- Westwards to the Bankstown Velodrome and Chipping Norton Lakes.
- The Hume Highway.

At a local level, the open space analysis identifies some areas that the Active Transport Strategy could further investigate. For example, a number of critical crossings and intersections may require upgrades (e.g. mid street refuges, extended crossing times, dedicated cycle crossings) to improve pedestrian and cycle safety. These priority crossings and intersections include the Railway Station Precinct and the Salt Pan Creek canal.

Additional projects that may make it easier to walk and cycle around the Bankstown CBD are:

- Introduce shared zones in streets with considerable pedestrian activity to alleviate conflict with vehicles (i.e. have a different road surface or other measures to reduce vehicle speeds). Priority streets include Jacobs Street (south of Rickard Road), The Mall, The Appian Way, Fetherstone Street, North Terrace (west of the Appian Way) and Dale Parade.

- Improve the legibility of the pedestrian and cycling network by placing artwork, mosaics or street names in the footpath, or using street furniture to create recognisable places.
- Introduce measures to reactivate laneways for pedestrians.
- Install bike parking facilities.

“Council’s goal is to substantially increase the number of people walking and cycling, and reduce car dependent local trips in and around the CBD.”
Improve Pedestrian Connectivity with New Mid–Block Connections

The CBD Core contains an extensive pedestrian network (namely footpaths, arcades and open spaces), which connects the commercial, retail and entertainment precincts, public transport terminals and car parks. Major pedestrian destinations include the railway station and bus interchange, Civic Precinct, Paul Keating Park, Bankstown Centro, Compass Centre, Bankstown Sports Club, RSL Club, Bankstown City Plaza, TAFE, cinema, regional arts hub in Olympic Parade and Council car parks.

The population growth will see an increase in pedestrian flows, particularly over a wider area and at nights and weekends. The open space analysis reinforces the protection of existing key pedestrian routes and mid–block connections (such as the Compass Centre and railway station) if the Bankstown CBD is to move towards a more convenient, comfortable and pleasant place to walk around.

The open space analysis also identifies some essential mid–block connections that would make it easier to walk between one activity and another. These connections should be generously wide, well lit and people friendly, and include the following key routes:

- Chapel Road to Meredith Street/McLeod Reserve (through the TAFE and De La Salle College sites).
- Gordon Street to the Civic Precinct (through the RSL Club site).

This action will see Council enter into negotiations with the relevant land owners to formalise these mid–block connections.

“A series of mid–block connections have been identified within the CBD, these links should be generously wide, well lit and people friendly.”

IMPLEMENTATION

- Bike and Pedestrian Program.
FIGURE 14 Areas of major pedestrian activity in the CBD Core

Key
- Major pedestrian destinations
- Key pedestrian routes
- Existing mid-block connections
- Proposed mid-block connections
- Rail/bus interchange
- Council car parks
C5 Improve the Gateway Locations to the Bankstown CBD

This action aims to provide better approaches to the Bankstown CBD in response to a community priority to make it easier to find the city centre. For example, there are several gateway locations that may create the distinct experience of arriving to the Bankstown CBD. The gateway locations are:

• The intersections of Stacey Street with Rickard Road, Stanley Avenue and Macauley Avenue.
• The intersections of Chapel Road with the Hume Highway and Macauley Avenue.
• The intersection of Marion Street and the railway overpass.
• The intersection of the Hume Highway and Stacey Street.

The gateway locations could each have a particular theme in the form of signs, public art, street trees, flag poles or banners to announce a certain entry point to the Bankstown CBD.

Other opportunities to supplement the gateway locations may include:

• Tree lined boulevards that connect the gateway locations to the Ring Road to intensify the approaches to the Bankstown CBD. This option could also extend the tree lined boulevards to visually connect the Bankstown CBD to the Bankstown Hospital and other centres across the City of Bankstown.
• Customised building envelopes to heighten the sense of the boulevard gateway experience into the Bankstown CBD.
• Iconic landmarks or artwork of a quality and size at the most important gateways.
• Refurbishment of the Water Tower (Hume Highway and Stacey Street) by Sydney Water to improve the appearance of this important regional gateway to the Bankstown CBD.

C5 IMPLEMENTATION

• Urban Renewal Program.
The state roads that serve the Bankstown CBD are the Hume Highway to the north, the M5 Motorway and Canterbury Road to the south, and Stacey Street which connects these three state roads in a north–south direction. All four roads are under the control of the Roads and Traffic Authority and carry significant volumes of traffic, in particular Stacey Street at the intersection with the Hume Highway.

Although Council’s primary focus is to promote sustainable transport and reduce car dependence, there are some critical gaps in the state road network that have resulted in serious road congestion.

This action will see Council actively lobby the Roads and Traffic Authority for the following priority works to state roads:

- Complete the widening of Stacey Street (between the Hume Highway and Macauley Avenue), particularly if the M5 West widening is completed prior to the M5 East duplication corridor.
- Construct a grade separation at the intersection of Stacey Street and the Hume Highway to resolve an ongoing bottleneck in the state road and freight network. Traffic delays at this intersection are frequent, with excessive and disruptive queues forming during the morning and afternoon peak periods.
Implement the Bankstown CBD Car Parking Strategy

At present, the off-street car parking supply in the CBD Core is around 5,000 spaces on private land and 2,000 spaces in Council car parks. Most Council car parks are located on the Ring Road to minimise the amount of traffic entering and congesting the local road network. At the same time, the Ring Road enables a high proportion of through traffic to bypass the CBD Core. The Ring Road generally frames the CBD Core and comprises Rickard Road and Meredith Street to the north, Greenwood Avenue and Brandon Avenue to the west, and Macauley Avenue to the south. Stacey Street forms the eastern edge of the Ring Road.

In March 2009, Council adopted the Bankstown CBD Car Parking Strategy to better manage the public car parking supply in the CBD Core based on future residential and employment growth. The recommendations reinforce the policy position of locating the Council car parks on the Ring Road, and to dispose of certain other car parks for reasons of location and/or building age. More specifically, the Strategy recommends the following actions:

- Improve the pedestrian access and safety between the Council car parks and the retail, dining and entertainment areas with better lighting, crossings and footpaths.
- Expand the capacity of the Northam Avenue car park at Griffith Park to effectively support the function of the Regional Arts Centre and the arts hub.
- Expand the capacity of the Marion Street car park, with a possible pedestrian overpass to Chapel Road and the Regional Arts Centre on the southern side of the railway line.
- Upgrade Dale Parade (possible shared zone and street lighting) to improve pedestrian access between the Bankstown City Plaza and the Regional Arts Centre.
- Dispose of the Greenfield Parade at-grade and multi-level car parks in the long term for reasons of building age and location outside of the Ring Road.
- Undertake feasibility assessments for the redevelopment of the Stanley Street and West Terrace car parks.
IMPLEMENTATION

- Establish a Parking Management Plan to incorporate revised time limits for parking within the CBD Core, and for the medium term introduction of paid parking as demand for public parking increases over time.

- Allow developers to make additional contributions to facilitate the construction of new public parking spaces.
The traffic analysis indicates most of the local road network can operate satisfactorily based on the projected residential and employment growth provided there is increased capacity in the North Terrace–South Terrace underpass. Council is in the process of widening the underpass from two lanes to four lanes together with the provision of pedestrian and cycling access. This will alleviate some of the congestion issues in the south-west of the Bankstown CBD and significantly improve pedestrian safety. The installation of traffic signals and the closure of Lady Cutler Avenue will supplement the underpass widening.

**IMPLEMENTATION**

- Roads Program.
FIGURE 15 Connected Action Plan

Key
- C1 – Redevelop and Expand the Bankstown Railway Station
- C4 – Improve Pedestrian Connectivity with New Mid-Block Connections
- C5 – Identify the Gateway Locations to the Bankstown CBD
- C6 – Improve Major Road Access to the Bankstown CBD
- C7 – CBD Car Parking Strategy – Ring Rd
- C7 – CBD Car Parking Strategy – Expand/upgrade car parks
- C7 – CBD Car Parking Strategy – Rationalise car parks
- C8 – Widen the North Terrace – South Terrace Road Underpass
Chapter Three

Implementation
3.1 Overview and Implementation

The Bankstown CBD is the “City for the City”, a major activity and transport hub that services the City of Bankstown and the wider West Central Subregion. The Bankstown CBD is and will continue to be a place of strong population and economic growth.

This Local Area Plan sets out the vision for the Bankstown CBD to strengthen its role as a Major Centre, and to balance the demands for future growth with the need to protect and enhance environmental values.

By 2031, we will see a Bankstown CBD that boasts five distinctive precincts to support a diverse and healthy community:

- **A Northern CBD Core** precinct that continues to function as the heart of the City of Bankstown, with a mix of retail and commercial activities on the ground and first floors, and high density living above. The Northern CBD Core will have Sydney’s best local Civic Precinct, serviced by a high quality pedestrian environment (particularly near the railway station and Bankstown Centro) and mid-block connections.

- **A Southern CBD Core** precinct with retail activities and high amenity housing around the transport hub. The built form will be a mix of retail and commercial activities on the ground and first floors, and high density living above. The Southern CBD Core will have an exciting regional arts hub, serviced by a high quality pedestrian environment (particularly near the railway station and parks).

- **A Bankstown City Plaza** precinct that protects the low density shopping strip, renowned for the consistent two storey street wall and Art Deco buildings. The Bankstown City Plaza will enjoy good solar access to the pedestrian friendly streets.
• A Northern Frame precinct with high amenity housing that supports the Bankstown CBD. The built form will offer a wide range of medium and high density living within easy walking distance of the CBD Core, serviced by a good supply of neighbourhood parks, playing fields and community facilities. The Northern Frame will have impressive gateways to the Bankstown CBD with the embellishment of the Remembrance Driveway Landscape Corridor and the historic Water Tower.

• A Southern Frame precinct with high amenity housing that supports the Bankstown CBD. The built form will offer a wide range of medium and high density living within easy walking distance of the CBD Core, serviced by multi-functional district parks. The Southern Frame will make a positive contribution to protecting the biodiversity values of the living spaces and corridors, and will promote opportunities for small start up businesses and people working from home.

Table 4 summarises the changes to the statutory planning framework and infrastructure priorities to achieve the desired character for the precincts. The implementation mechanisms primarily involve changes to the local environmental plan, development control plan and capital works program over the next 5–15 years, with more detailed explanations in Sections 3.2 and 3.3. The implementation mechanisms will ensure adequate land, infrastructure, facilities and open space are available and appropriately located to sustainably accommodate future housing and employment needs.

This Local Area Plan applies to 2031 with periodic checks on the progress of the priority actions. Council may make necessary refinements in response to changing circumstances.
<table>
<thead>
<tr>
<th>Actions</th>
<th>Precincts</th>
<th>Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Northern CBD Core</td>
<td>Southern CBD Core</td>
</tr>
<tr>
<td>L1 Plan for Additional Dwelling Growth within the Walking Catchment of the Bankstown CBD</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>L2 Lead the Way with Better Standards of Building Design</td>
<td>x</td>
<td>x</td>
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<tr>
<td>L3 Protect the Heritage Character of the Bankstown CBD</td>
<td>x</td>
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<tr>
<td>L4 Establish Sydney’s Best Local Civic Precinct</td>
<td>x</td>
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<td>L5 Develop the Regional Arts Centre at Olympic Parade</td>
<td>x</td>
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<tr>
<td>L6 Develop Local Facilities for Community Services</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>I1 Plan for Additional Job Growth in the CBD Core</td>
<td>x</td>
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<tr>
<td>I2 Strengthen the Image and Amenity of the Bankstown CBD</td>
<td>x</td>
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<tr>
<td>I3 Encourage More Opportunities for Home Based and Small Scale Businesses</td>
<td>x</td>
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<tr>
<td>G1 Maximise the Recreational and Ecological Functions of Ruse Park</td>
<td>x</td>
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<tr>
<td>G2 Maximise Access and Useability of Memorial Oval</td>
<td>x</td>
<td>x</td>
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<tr>
<td>G3 Maximise Access and Useability of Griffith Park</td>
<td>x</td>
<td>x</td>
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<tr>
<td>G4 Upgrade Neighbourhood Parks</td>
<td>x</td>
<td>x</td>
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<tr>
<td>G5 ‘Streets as Open Space’–A Network of Informal Gathering Spaces</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>G6 Work with Private Land Owners to Secure Access to Playing Fields</td>
<td>x</td>
<td>x</td>
</tr>
<tr>
<td>Actions</td>
<td>Precincts</td>
<td>Implementation</td>
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<tr>
<td>G7 Work with State Government to Secure New Open Space Connections</td>
<td>Northern CBD Core</td>
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<td>Southern CBD Core</td>
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<td>Bankstown City Plaza</td>
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<tr>
<td>G8 Implement the CBD Street Tree Strategy</td>
<td>Northern CBD Core</td>
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<td>Bankstown City Plaza</td>
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<td>G9 Implement the Remembrance Driveway Landscape Corridor</td>
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<td>G10 Lead the Way with Environmentally Sustainable Design</td>
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<td>Bankstown City Plaza</td>
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<td>G11 Improve the Stormwater Run–Off Capacity within the CBD</td>
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<td>Bankstown City Plaza</td>
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<td>G12 Create Opportunities for New Community Gardens</td>
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<td>C1 Redevelop and Expand the Bankstown Railway Station</td>
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<td></td>
<td>Southern CBD Core</td>
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<td></td>
<td>Bankstown City Plaza</td>
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<tr>
<td>C2 Work with State Government to Improve Public Transport Services to the Bankstown CBD</td>
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<td>Southern CBD Core</td>
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<td>C3 Encourage Active Lifestyles by Making it Easier to Walk and Cycle around the Bankstown CBD</td>
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<td>C4 Improve Pedestrian Connectivity with New Mid–Block Connections</td>
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<td></td>
<td>Southern CBD Core</td>
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<td>Bankstown City Plaza</td>
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<td>C5 Identify the Gateway Locations to the Bankstown CBD</td>
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<td>Bankstown City Plaza</td>
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<tr>
<td>C6 Improve Major Road Access to the Bankstown CBD</td>
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<td></td>
<td>Southern CBD Core</td>
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<td>Bankstown City Plaza</td>
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<td>Advocate</td>
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<tr>
<td>C7 Implement the Bankstown CBD Car Parking Strategy</td>
<td>Northern CBD Core</td>
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<td></td>
<td>Southern CBD Core</td>
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<td></td>
<td>Bankstown City Plaza</td>
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<td>Statutory planning</td>
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<td></td>
<td>Assets and infrastructure</td>
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<td>Advocate</td>
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</tr>
<tr>
<td>C8 Widen the North Terrace–South Terrace Road Underpass</td>
<td>Northern CBD Core</td>
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<tr>
<td></td>
<td>Southern CBD Core</td>
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<tr>
<td></td>
<td>Bankstown City Plaza</td>
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<td>Statutory planning</td>
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<td></td>
<td>Assets and infrastructure</td>
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<td></td>
<td>Advocate</td>
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</tbody>
</table>
3.2 Statutory Planning Framework

Local Environmental Plan

The Bankstown Local Environmental Plan is Council’s principal planning instrument to regulate the function and growth of the Bankstown CBD. The Local Environmental Plan provides objectives, zones and development standards such as floor space ratios, building heights, lot sizes and densities.

This Local Area Plan is proposing certain changes to the Local Environmental Plan to achieve the desired character for the precincts, namely:

- To strengthen the function of the CBD Core as a mixed use precinct and achieve the jobs target by requiring retail and commercial activities on the ground and first floors of development.
- To enable the redevelopment of land within a reasonable walking distance of the Bankstown railway station for medium and high density housing.
- To enable the provision of a wide range of multi-functional open spaces to serve community needs, whilst protecting the biodiversity values of the living spaces and corridors.
- To protect the heritage elements of the Bankstown CBD, particularly within the Bankstown City Plaza and Vimy Street.

Table 5 summarises the key changes to the Local Environmental Plan.
### Table 5: Key changes to the Local Environmental Plan

<table>
<thead>
<tr>
<th>Actions</th>
<th>Proposed Changes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Zones</strong></td>
<td></td>
</tr>
<tr>
<td>L1</td>
<td>Upzone the residential growth areas in the Northern and Southern Frame precincts. Focus on medium and high density housing to achieve the dwelling target, and remove low density options from the mixed use, high and medium density zones.</td>
</tr>
<tr>
<td>L3</td>
<td>Revise the zoning of Vimy Street to correspond with the inclusion and protection of heritage items.</td>
</tr>
<tr>
<td>I3</td>
<td>Permit SOHO dwellings in residential streets that border the CBD Core.</td>
</tr>
<tr>
<td>G1</td>
<td>Zone land for open space acquisition to provide better access to Ruse Park.</td>
</tr>
<tr>
<td>G4</td>
<td>Zone existing neighbourhood parks to open space to meet community needs.</td>
</tr>
<tr>
<td><strong>Development Standards</strong></td>
<td></td>
</tr>
<tr>
<td>L1</td>
<td>Adjust the height limit to match the floor space provision for shop top housing in the mixed use zone.</td>
</tr>
<tr>
<td>L1</td>
<td>Increase the development capacity (FSR and height) of the residential growth areas in the Northern and Southern Frame precincts. Delete the density control for home units to make the precincts more flexible to market and household trends.</td>
</tr>
<tr>
<td>L3</td>
<td>Revise the development capacity (FSR and height) of the Bankstown City Plaza to correspond with the protection of the townscape character and inclusion of heritage items.</td>
</tr>
<tr>
<td>I1</td>
<td>Achieve the jobs target by requiring retail and commercial activities on the ground and first floors of development in the CBD Core and Bankstown City Plaza.</td>
</tr>
<tr>
<td>G1</td>
<td>Map areas of significant biodiversity value for future protection.</td>
</tr>
</tbody>
</table>
Development Control Plan

The Bankstown Development Control Plan supplements the LEP by providing additional objectives and development controls to guide the function, appearance and amenity of development. The development controls include architectural design, setbacks, amenity, landscaping, energy efficiency, access and off-street parking requirements.

This Local Area Plan is proposing certain changes to the Development Control Plan to achieve the desired character for the precincts, namely:

- To enable practical building envelopes that correspond with the lot subdivision pattern of the Bankstown CBD.
- To customise setbacks to correspond with the diverse character of streets, gateway locations and street tree corridors.
- To require high quality development to achieve SEPP 65 principles, and make the Bankstown CBD an attractive employment and investment destination.
- To achieve more sustainable development by reducing car dependence in proximity to public transport.
- To reinforce the pedestrian network and active street frontages.

Table 6 summarises the key changes to the Development Control Plan.

Plans of Management

The Local Government Act requires Plans of Management to govern the use, development and maintenance of community land. This Local Area Plan is proposing certain changes to the Plans of Management to provide a wide range of multi-functional open spaces to meet community needs, namely:

G1 Maximise the Recreational and Ecological Functions of Ruse Park
G2 Maximise Access and Useability of Memorial Oval
G4 Upgrade Neighbourhood Parks
### Table 6: Key changes to the Development Control Plan

<table>
<thead>
<tr>
<th>Actions</th>
<th>Proposed Changes</th>
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</thead>
<tbody>
<tr>
<td><strong>Building Envelopes</strong></td>
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</tr>
<tr>
<td>L2</td>
<td>Prepare detailed building envelope and design controls for key strategic sites.</td>
</tr>
<tr>
<td>L3</td>
<td>Customise the design controls for the Bankstown City Plaza (such as the two storey street wall and solar access to the street) to correspond with the protection of the townscape character and inclusion of heritage items.</td>
</tr>
<tr>
<td><strong>Setbacks</strong></td>
<td></td>
</tr>
<tr>
<td>L2</td>
<td>Customise the building setbacks to correspond with the diverse character of the streets, gateway locations and street tree corridors.</td>
</tr>
<tr>
<td>G8</td>
<td>Ensure the front setback of development supplements the implementation of the Street Tree Strategy and the Remembrance Driveway Landscape Corridor.</td>
</tr>
<tr>
<td>G9</td>
<td></td>
</tr>
<tr>
<td><strong>Urban Design</strong></td>
<td></td>
</tr>
<tr>
<td>L2</td>
<td>Revise the controls relating to external appearance and signs to improve the quality and image of development.</td>
</tr>
<tr>
<td>I1</td>
<td>Support the requirement for retail and commercial activities on the ground and first floors of development in the CBD Core and Bankstown City Plaza.</td>
</tr>
<tr>
<td>G10</td>
<td>Revise the controls to improve the energy efficiency of development.</td>
</tr>
<tr>
<td>C5</td>
<td>Introduce controls for gateway locations.</td>
</tr>
<tr>
<td><strong>Access</strong></td>
<td></td>
</tr>
<tr>
<td>L2</td>
<td>Revise the off-street parking policy to achieve more sustainable development by reducing car dependence in proximity to public transport.</td>
</tr>
<tr>
<td>L2</td>
<td>Revise the location of driveways and waste storage areas to avoid conflict with the pedestrian network and active street frontages.</td>
</tr>
<tr>
<td>C4</td>
<td>Specify mid-block connections as part of the detailed building envelope and design controls for key strategic sites.</td>
</tr>
</tbody>
</table>
3.2 Assets and Infrastructure

This Local Area Plan identifies a number of community infrastructure works and public improvements to improve the Bankstown CBD locality and support the growing residential and employment population.

Funding for these improvements will be through a range of mechanisms, namely:

- Development contribution levies under Section 94A of the Environmental Planning and Assessment Act.
- Funds from a Special Rate levy on commercial, retail and residential land in the Bankstown CBD.
- Council consolidated revenue.
- Rationalisation and redevelopment of Council owned assets.
- Grants from State and Federal Government agencies.

Some of the proposed improvements are already underway, while Council’s Management Plan, CITYPLAN 2010–2015 provides detailed scheduling of many of the other works. Council’s future CITYPLAN will include a detailed program for the remainder of the works identified in this Local Area Plan.

In addition, Council will revise the Section 94A Contributions Plan based on an updated schedule of works and timing for their delivery, and will make a submission to the Minister for Planning & Infrastructure to raise the levy from the current 1% to 3% to fund these new initiatives.

Table 7 summarises the actions that would require funding under the Section 94A Plan and/or implementation by the State Government. Council will continue to lobby the relevant funding agencies to implement the proposed works.

<table>
<thead>
<tr>
<th>Council Programs</th>
<th>Actions</th>
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<tbody>
<tr>
<td>Planning Changes</td>
<td>L1 L2 L3 L11 L13 G1 G4 G10</td>
</tr>
<tr>
<td>CBD Renewal Program</td>
<td>L4 L5 L6 L2 G5 G10 C10</td>
</tr>
<tr>
<td>Open Space Program</td>
<td>G1 G2 G3 G4 G8 G9 G10</td>
</tr>
<tr>
<td>Urban Renewal Program</td>
<td>G6 G7 G10 C1 C2 C5</td>
</tr>
<tr>
<td>Catchment Management Program</td>
<td>G11</td>
</tr>
<tr>
<td>Roads Program</td>
<td>C6 C8</td>
</tr>
<tr>
<td>Parking Program</td>
<td>C7</td>
</tr>
<tr>
<td>Bike and Pedestrian Program</td>
<td>C3 C4</td>
</tr>
<tr>
<td>Environment and Education Program</td>
<td>G12</td>
</tr>
<tr>
<td>Property Acquisition Program</td>
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### Table 7  
**Actions that require Local and State funding**

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<tr>
<th>Actions</th>
<th>S94A funding</th>
<th>State funding</th>
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<tbody>
<tr>
<td>L4 Establish Sydney’s Best Local Civic Precinct</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>L5 Develop the Regional Arts Centre at Olympic Parade</td>
<td>X</td>
<td>X</td>
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<tr>
<td>L6 Develop Local Facilities for Community Services</td>
<td>X</td>
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<tr>
<td>I2 Strengthen the Image and Amenity of the Bankstown CBD</td>
<td></td>
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<tr>
<td>G1 Maximise the Recreational and Ecological Function of Ruse Park</td>
<td>X</td>
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<tr>
<td>G2 Maximise Access and Useability of Memorial Oval</td>
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<tr>
<td>G3 Maximise Access and Useability of Griffith Park</td>
<td>X</td>
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<tr>
<td>G4 Upgrade Neighbourhood Parks</td>
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<tr>
<td>G5 ‘Streets as Open Space’–A Network of Informal Gathering Spaces</td>
<td>X</td>
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<tr>
<td>G7 Work with State Government to Secure New Open Space Connections</td>
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<tr>
<td>G8 Implement the CBD Street Tree Strategy</td>
<td>X</td>
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<tr>
<td>G9 Implement the Remembrance Driveway Landscape Corridor</td>
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<tr>
<td>G11 Improve the Stormwater Run–Off Capacity within the CBD</td>
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<tr>
<td>C1 Redevelop and Expand the Bankstown Railway Station</td>
<td>X</td>
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<tr>
<td>C2 Work with State Government to Improve Public Transport Services to the Bankstown CBD</td>
<td>X</td>
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<tr>
<td>C3 Encourage Active Lifestyles by Making it Easier to Walk and Cycle and around the Bankstown CBD</td>
<td>X</td>
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<tr>
<td>C4 Improve Pedestrian Connectivity with New Mid–Block Connections</td>
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<tr>
<td>C5 Improve the Gateway Locations to the Bankstown CBD</td>
<td>X</td>
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<tr>
<td>C6 Improve Major Road Access to the Bankstown CBD</td>
<td>X</td>
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<tr>
<td>C7 Implement the CBD Car Parking Strategy</td>
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